

AMARILLO DAILY NEWS

AN INDEPENDENT DEMOCRATIC NEWSPAPER

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patches.

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TOP OF THE MORNING.

No, Anxious Enquirer, a Staff poet
is not necessarily a broken reed.

For spring plowing before the frost
is entirely out of the ground a chilled
plow is recommended.

Just lay aside that adverse criti-
cism on your neighbor; you will need
it yourself before long.

The Christmas gift spirit seems to
be especially abroad this year. Santa
Claus has no saving clause in Ama-
rillo.

While supposed to have the same
father and mother, Religion and
Righteousness are not always full
brothers.

A special message to President Taft
to Congress urges revision of the
Wool tariff. Considering the great
length of time Mr. Taft has been
"wool gathering" this action would
seem to be rather late.

About the only things more num-
erous than possible Texas Panhandle
chops are John Smith and John
Chinaman.

While there is no doubt that
Mayor Blanks of Indianapolis has
"a horse" on the food monopolists of
the Hoosier capital, there is nothing
to indicate that His Honor is any
relative of the famous quadruped
known as "Shank's Mare."

A STREAK OF LEAN AND A STREAK OF FAT.

Mother Goose has an immortal
rhyme which runs thusly:

"Jack Sprat could eat no fat,
His wife could eat no lean,
And so, between them both,
They licked the platter clean."
Jack and his wife evidently could
not have lived in a region producing
peanuts—as these nuts, when fed to
stock, fatten meat in uniform alter-
nate layers of fat and lean and con-
sequently, Mr. and Mrs. Sprat would
have been able to "lick the platter
clean" at one and the same time.

This peculiarity of peanut meat
fattening has established it as a high
priced specialty, alike in the butcher
market and table use—peanut fed
streak of lean and streak of fat pork
being particularly sought after.

This matter was recently person-
ally brought to the attention of a
News man by a Lynn county stock-
man, who is fattening a big bunch of
hogs—or a bunch of big hogs—on
the peanut streaked plan, and who
expects handsome added market val-
ues on account of the alternated fat
and lean layers. There is scarcely
an acre of Panhandle land that will
not prolifically produce peanuts, and
there is no limit to the Panhandle
supply of hogs to be money metamor-
phosed into streak of lean and streak
of fat pork.

COMING ROCK ISLAND SPECIALS.

The latest indicated Rock Island
specials are the many freight trains
which will be required to move next
year's crops along its Panhandle line
between Vega and Shamrock inclu-
sive. Coming on top of already cop-
ious rains and snow precipitation, last
week's big snowfall measured depths
all along this line of from 8 1/2 to 12
inches, and even the most ordinary
spring rains will insure next year
record-breaking harvests. An espe-
cial result of this fall and winter's
moisture precipitation is the great
increase in winter wheat acreage and,
as this portion of the Panhandle has
always been noted for its wheat
growth, next year's output of this
great grain bids fair to be little
short of phenomenal.

Vega, Wildorado, Amarillo, Groom,
Jericho, Alameda, McLean, Rams-
dell and Shamrock will all be great
wheat shippers next year.

A WHITE CHRISTMAS.

Lo! A Christmas bright
Snow-enrobed in white—
An emblem wide resplendent
Of the Cross high ascendant,
Of Faith and purity,
Of Love, Hope and Charity.
Angels jubilate
In Christ the Consecrate
And chime the bells in steep-
les
While leap the hearts of Peo-
ples.
And Heaven Hosanna sings
And the world with praises
rings.
And Celestial choirs
And Earth's resounding lyres
Retell the story
Of the Mother and the Child
Of the Son and His Glory
—Contributed.

SPEED ON FRENCH RAILWAYS.

London Standard.

The two words, "Ouest Etat,"
which designate the old Western rail-
way system taken over three years
ago by the state, have long been
the synonym of ludicrous or vexa-
tious mismanagement and ineffici-
ency, but apparently little improve-
ment is made in any department of
the system and the last has not yet
been said about the very hopelessness
of some of the services.

A very serious case of late deliv-
ery concerns the paper works at the
little town of Meulan-on-the-Seine,
only twenty-five miles from Paris.
A formal complaint that has been
sent as a monthly circular to the
state railway for a year or so gives
them a taken for transport from
Meulan to Paris as three weeks. This
works out at a speed of a mile and a
half a day. A truckload of paper
sent from Meulan on September 24
was delivered in Paris on October 24;
on Monday, November 13, another
truckload was delivered; it had been
dispatched on October 16. This was
the result by the ordinary goods ser-
vice.

The manager decided to try the
fast goods service at 50 per cent
higher tariff. A wagonload was dis-
patched on October 24. It was not
delivered until November 11. The
manager has refused to pay the high-
er freightage. Meanwhile other
means have been attempted. The
consignments have been addressed to
other goods stations in Paris, but
with no better result. The paper
mills have therefore decided to aban-
don the railway and have bought a
couple of motor wagons, which give
a service twenty times more rapid
than the state railway.

An expert mathematician gives the
speed of the state railway goods ser-
vice, computed from these facts, as
194 1/2 yards an hour, but apparently
this was more rapid than in other
instances. A consignment of six
sacks of wax from the Batignolles
station in Paris to the suburb of
La Garenne took twelve days for a
distance of a little over four miles—
rather more than twenty-one yards
an hour.

The passenger service has often
been remarked upon in the Standard.
It remains much as before, but there
are plans for altering it still further.
In contrast with the Orleans Rail-
way company, which brought its ter-
minal to the heart of Paris opposite
the Tuilleries by means of a tunnel
two miles long, the Western railway
organization is considering the ad-
visability of removing its terminus
from St. Lazare to Batignolles, a mile
and a half further out. The admin-
istration has already the use of three
terminal stations, St. Lazare, Mont-
parnasse and the Invalides, of which
the third has only recently been
pressed into service for express
trains, and yet the administration
doubts its ability to maintain a ser-
vice that has already been reduced
without taking its main line termi-
nus out into the depths of suburbia.

\$25,000,000 FOR AEROPLANES.

Washington Post.

"Twenty-five million dollars is a
conservative estimate of the sum to
be expended by the various nations
for aeroplane equipment in the next
three years," said Jerome Fancillini,
an aeroplane expert of New York,
at the New Willard. "The appropri-
ations already announced by the
various governments for aviation pur-
poses next year amount to nearly
\$5,000,000."

"The value of aircraft has been
illustrated by their successful use in
the Turko-Italian war and by the
armies of the leading powers in man-
euvers. Aside from the fact that
1,500 to 2,000 aeroplanes can be
bought for the price of a battleship,
only two lives at most are risked in
the use of aeroplanes for military
purposes. If the aeroplane manufac-
turers improve the flying machine in
the next year in the same ratio of
development that has marked pro-
gress in the last two years, the aero-
plane certainly will revolutionize the
present methods of conducting war-
fare."

"American manufacturers today
are in a much better position than
their foreign competitors. Progress
in the art of aviation and in the per-
fection of a safe, speedy, useful aero-
plane has been much greater on this
side than abroad. A year ago this
was not true to so great a degree.
Foreign governments now are pur-

chasing American aeroplanes. In
fact, so much encouragement has
been given American manufacturers
that they are arranging official dem-
onstrations in various European
countries.

The superiority of the biplane over
the monoplane and the hydroplane
for flights from land to water prin-
cipally are responsible for the inter-
est displayed by foreign governments.
The hydroplane also has stimulated
interest in aviation as a sport. It is
said to be more exhilarating to fly a
few feet above the water's surface at
a speed of 60 to 70 miles an hour in
perfect safety than to keep within
the speed limit in an automobile.
The hydroplane offers opportunity
for use of aircraft for mail carrying
and life saving along the coast."

AMERICANS FACE DEATH IN RAPIDS

Mexico City, Mex., Dec. 22.—Ex-
citing adventure and thrilling exper-
iences were the portion of the party
of Americans who made a recent trip
down the Balsas river. In the party
as previously stated were John E.
Pelton of Pasadena, Cal.; Robert S.
Bolton, Carl L. Wilson, Charles E.
Binham, C. Bancroft and William Ni-
ven.

From the diary of one of the mem-
bers of the party the following inter-
esting account of some of the inci-
dents of the trip is taken:
Dangerous Rapids.
"Rapid No. 45, Tumblercheria,
proved to be the most dangerous at
this season of the year. There is a
big rock about thirty feet long and
over ten feet high almost in the cen-
ter of the river. It seemed impos-
sible to let the boat down with ropes
on the right hand side, owing to the
scarcity and velocity of the water
and to the number of jagged rocks.
The only descent possible was to the
left, where the water rushes between
the big rock and a number of great
sunken one of immense size.

"On this side there is plenty of
water, twenty meters, but the drop
is five to six feet in fifty feet and
the channel is not over forty feet
wide. The water rushes across the
bigger rock obliquely and strikes the
sunken rocks on the extreme left so
that in shooting this rapid it is nec-
essary to pass very close to the big
rock otherwise the terrific current
will carry a craft on to the sunken
rocks, or crush it against the sides.
All of this is quite apparent and Oc-
taviano, the captain, with his three
boatmen, understood the importance
of hugging close to the big rock to
prevent disaster.

Hard Work.

"The outfit was unloaded, all the
provisions, bedding, etc., and the
awning take off the boat, and the
four Indians stripped to the buff,
took hold of the oars while members
of the party took up a favorable po-
sition with their cameras to get a
good snapshot as the boat dashed
through the most dangerous part.
The boat was rowed up the river so
that the rowers could move it across
to the proper position, but it was
not moved far enough up and the
strong current carried it into the
center of the channel. Therefore,
when the craft was shooting the rap-
ids the bow rose almost to a perpen-
dicular and came down on the sunken
rocks with a terrific crash. One of
the oarsmen was jolted over six
feet into the air, falling into the
seething torrent, the boat passing
over him.

"In another second the craft right-
ed itself and was dashed with ter-
rible velocity through the raging rap-
ids.

A Close Call.

"Meanwhile the party was held in
breathless suspense for nearly half a
minute before the boatman who had
been thrown overboard rose to the
surface. And when he sank again
everybody thought that he was lost.
A few hundred yards below, how-
ever, he rose to the surface again and
swam to the shore. The oar fell
overboard at the same time and one
of the boatmen leaped overboard at
once, to save the oar, and not his
companion, as developed afterward.
The old boat withstood the shock
without damage, and the boatmen
felt proud of their work. The man
who was pitched overboard said that
he tried to come to the surface but
the undertow rolled him around and
bruised the muscles of his leg. Two
of the other men got scratched up,
Octaviano, the captain, being the only
one who escaped injury. The boat-
men were liberally rewarded for the
work in bringing the boat through.

Another Scare.

"A short distance from the mouth
of the river when it seemed that
nothing but a smooth and pleasant
finish to the voyage was in sight, a
band of fifty men mounted and armed
appeared on the bank and the boat
was brought to shore without
parley. Mr. Niven acted as inter-
preter for the party and on the pre-
sentation of a letter from President
Madero the fears of possible trouble
vanished. The party was in com-
mand of Angel Rodriguez, prop-
rietor of a large hacienda, and the
men were his employees. Mr. Rodri-
guez had been ordered by the pro-
fecto of the district to keep watch
for two boatloads of armed men who
were expected to come down the riv-

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408 POLK ST.

er with hostile intent, but a few
words of explanation was enough to
establish the peaceful mission of the
party of Americans."

Ends Winter's Troubles.

To many, winter is a season of
trouble. The frost-bitten toes and
fingers, chapped hands and lips,
chilblains, cold-sores, red and rough
skins, prove this. But such troubles
fly before Bucklen's Arnica Salve.
A trial convinces. Greatest healer
of Burns, Boils, Piles, Cuts, Sores,
Bruises, Eczema and Sprains. Only
25c at Amarillo Drug Store.

Colorado is looking forward to a
lively contest for the United States
senatorship. Senator Guggenheim
has announced that he will not be a
candidate for re-election. The legis-
lature which is to be elected next
year will choose his successor, and
while the State is at this time Demo-
cratic, the Republicans propose to
make a fight for the legislature.
Among the names most prominently
mentioned as probable candidates
are former Representative Benyng
and J. F. Valle, Republicans, and
Representative Rucker and Governor
Shafroth, Democrats.

The profits of the union co-opera-
tive bakery at San Jose, Cal., are
about \$2,000 a month.

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